







# ROYAL BAKING POWDER

absolutely pure

Collected for the first time, exceeding strength and purity. Assuring the food administrator and form of adult diet. Royal Baking Powder Co., New York.

Teeth extracted without pain. Dr. J. W. Cartwell, over Harry Taylor.

Taylor Bros. at Washington are still selling 22 pounds standard granulated sugar for \$1, and 9 pounds Arbutus' Coffee for \$1.

## ALLEGED MURDER.

Cincinnati Police Told a Startling Story, Which They Will Investigate.

J. A. Schriver, a merchant of Manchester, told Chief Detrich at Cincinnati Saturday that a murder had been committed on the river near New Richmond.

He said that George Washington, the colored cook of the towboat Belleview, told him that last Tuesday, while the boat was coming down the river, a white man assaulted and beat to death a colored girl on the lower deck of the boat, after which he threw the body into the river.

Washington told Mr. Schriver that the girl was weeping bitterly, and was told to keep quiet by the white man.

The girl continued crying, and Washington said that the white man then knocked her down and jumped upon her prostrate form until he was extinct.

Upon hearing the story Chief Detrich at once detailed Detective Toker on the case and notified Hammond Street Station to make inquiries regarding the whereabouts of the best.

Schriver left for Manchester later with instructions to send Washington to Cincinnati.

The United States authorities were notified, and the alleged murderer is within their jurisdiction.

## FLOTSAM—JETSAM—LIGAN!

NEWS NOTES FROM NATURE'S GREAT HIGHWAYS.

The Sherley will pass up tonight for Pomeroy.

The Bonanza will pass down tomorrow night from Pomeroy.

The Nishet passed down yesterday afternoon from Pomeroy.

The river continues to fall, and at present is lower than it has been for some time.

The U. S. S. Snugboat E. A. Woodruff, on her way down, Sunday just above Aherne.

The Virginia will pass down tonight from Wheeling, she not being able to get to Pittsburgh on this present low water. Upon arrival at Cincinnati she will lay up.

The Courier passed up last night for Portsmouth, and will return to Cincinnati on her way down, in expectation of the new steamer Cunningham, which will make regular Monday trips, and which will pass down this evening from Pittsburgh.

Another thing.

It is all wrong for the C. and O. Rail- way to run a local train which reaches this city at 5:30 in the morning, bringing an average of twenty persons a day from Greenup, Lewis and the Eastern section of this county and even from Southern Ohio, and landing them at the foot of Market street, and keeping them here until 5:30 o'clock in the evening.

This London is credibly informed that the average of this index is twenty per day. For the 319 business days of the year this aggregates 6,340 persons, and as they remain within our gates, during the entire business day, they might spend as much as \$2 apiece with our hotel and merchants, and this in the course of a year amounts to \$12,490—more than \$1,000 per month.

If any one thinks this estimate too low, let him set his own figures.

And, in the opinion of the Parson, again:

The payroll of the C. and O. Railway Company at this point—that is, the actual sum of money paid to the employees of this corporation, who reside in the city of Mayville, and who spend their money with our merchants—amounts to \$1,000 per month, or \$4,400 per year.

Of course, this does not amount to anything.

And then did you ever think of the

## DAMN THE THING!

Thoughtless People Who Curse the C. and O. Railway.

### SOME COLD FACTS AND FIGURES.



"Damn the railroad!"  
"It has ruined the business of Mayville."  
"It was the worst day's work we ever did when we helped hold it!"

These and kindred remarks are heard almost daily in reference to the splendid C. and O. Railway that stretches its steel lines through and in front of our cities. The speakers are evidently thoughtful; for surely if they would reflect upon the conditions that existed before the railroad was built, and those that exist now, they would never let such remarks escape their lips.

Ob, yes!

The C. and O. Railway has ruined Mayville!

Before it was built our merchants depended mainly upon the river for the transportation of goods to and from Cincinnati, which is our natural market. The wholesale dealers depended also upon the river and a very limited railway service for the transportation of their goods from the Eastern markets.

Of course the river was at good heating stage the year round.

There were no ice gorges, nor did the water ever get so low that the largest freight boats could not run.

There never was to exceed eight months in any one year when you couldn't float a jobboat in the Ohio.

The C. and O. Railway has changed these conditions, and it is all wrong for our merchants to have a freight line that can be depended upon the year round!

For, with later day prices, the dealer must bundle from two to three times the bulk of goods in order to reap the same profit.

Thus again, in the days of steamboating there never was a scrapping for statement on the packets by Mayville men who desired to spend the first night on the river, a whole day in Cincinnati, and three-fourths of the next night getting back home.

Those people who always did and always will go elsewhere to buy a toothbrush or a ten-cent nail instead of buying them from the home merchants; those same people, with probably as many more, now go to Cincinnati by rail, eating their breakfast at home, taking a fifty-cent lunch in the city, and returning home in time for supper.

And so with the busy merchant.

He now eats his breakfast at home, jumps on the train, spends three or four hours in Cincinnati attending to his affairs, and can return on the noon train in time to take dinner with his family.

To be sure, his time is not worth anything, and a half day thus spent is a positive waste as compared with the old-fashioned way of consuming two nights and a day in order to enable him to transact two or three hours business in the city.

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taxes that the C. and O. Railway Company pays to the county of Mason and the city of Mayville?

Last year it paid to the Sheriff \$2,119.74, to the County Superintendent of Schools \$144.01, to the Treasurer of the City of Mayville \$2018.11, making a grand total of \$3,181.85.

This sum does not include the amount paid to separate taxing districts through which the road passes in this county.

Once more—

Do you recall the price you used to pay for coal before the building of the C. and O. Railway?

It is unfair to refer to this matter, as nobody in Mayville uses coal.

But, somehow or another, the amount consumed in this city each year will approximate 1,000,000 bushels, which is considered a most conservative estimate.

If you will refer to some of your musty bills of fifteen or twenty years ago, when the Ohio River was the sole medium by which coal was brought here, you will find that the price ranged anywhere between 12 and 25 cents per bushel.

Now, hunt up some of the bills you have been paying since the railway was built and you will most likely find that you have never paid more than 9 cents per bushel for the same coal.

But, as before remarked, nobody uses coal, and a difference of anywhere from \$3 to \$17 for one hundred bushels of it cuts no ice when a man wants to assert, without rhyme or reason, that the C. and O. Railway has ruined Mayville and that the "damned thing ought to be torn up."

Mr. Isaac Horner, proprietor of the Belleview, told me recently, and one of our most widely known men, that the year was cut of cures him after three years of suffering. He says: "I have not sufficient command of language to convey any idea of what I suffered; my physicians told me that nothing could be done for me and my friends were fully convinced that nothing but death would relieve me of my suffering." In June, 1904, Mr. Evans, the manager of the Belleview, said: "I have never seen a more pitiful sight than the great misery of this man."

See Barney, the largest elephant that ever was.

See the wonderful acts of performing monkeys.

See the most graceful Riders.

See the Darin Circus Acts.

See the Greatest and Cleanest Show ever exhibited under a canvas.

See the great steel highways offer to travelers.

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